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DEPT. OF TRANSPORTATION
DOCKETS

Application

June 15, 2006

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Mr. Ryan Posten
Office of Hazardous Materials Exemptions (DHM-31)
Research and Special Programs Administration
U.S. Department of Transportation
400 7th Street, SW
Washington, DC 20590-0001

Fax: (202) 366-3308

**RE: Request for DOT Special Permit for French-made Aircraft Fire Extinguisher
Cylinders Removed from Fan Jet Falcon Series Aircraft Manufactured by
Dassault Aviation**

I am writing to you on behalf of Landmark Aviation, a Federal Aviation Administration (FAA) approved aircraft repair station that conducts maintenance and repair of French-made Fan Jet Falcon Series aircraft manufactured by Dassault Aviation. In conducting maintenance and repair of these aircraft, Landmark frequently is required to remove the aircraft fire extinguishers from the aircraft and ship the fire extinguishers to a cylinder test facility for requalification/retesting & refilling. Once the requalification/retesting is complete, the cylinder test facility ships the cylinders back to Landmark to be reinstalled on the aircraft and then the aircraft is returned to air service. Transportation of these cylinders is very limited: They are shipped either to or from the cylinder requalification/retesting facility, or shipped back to the aircraft original equipment manufacturer (OEM).

Occasionally, Landmark employees will remove an aircraft fire extinguisher from the Fan Jet Falcon Series aircraft and discover the fire extinguisher was manufactured by French cylinder manufacturers l'Hotellier or Semca (currently owned by Kidde Aerospace). Some of these old l'Hotellier or Semca cylinders, which are still actively being used in aircraft, are French cylinders approved by the French government, but are not DOT approved cylinders. Kidde Aerospace has obtained a DOT Special Permit for their most commonly shipped aircraft fire extinguishers. However, there are additional models that continue to be encountered that are not covered by the Special Permit. To obtain a new Special Permit each time a fire extinguisher is encountered that is not covered by the existing Special Permit would be an onerous process; in addition, the aircraft could not be returned to service until a new Special Permit is issued. Because these cylinders are no longer manufactured, and in many cases, no longer have readable markings on them, or have been repainted, it is difficult--and in some cases impossible--to locate the engineering specifications of the fire extinguisher, and then to cross reference the fire extinguisher to the serial number of a cylinder that may be approved for shipment.

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These fire extinguishers, once removed from the aircraft, are Division 2.2 materials. These fire extinguishers are charged with Halon and usually contain an explosive squib for activation. These extinguishers also meet the following criteria (copied from Section 7 of SP 12818):

(1) This special permit covers only cylinders (fire extinguishers) to be used in aircraft of foreign manufacture, which cylinders are provided for under the bilateral agreement between France and the United States, implemented by the French Direction Generale del 'Aviation Civile (DGAC) and the United States Federal Aviation Administration (FAA).

(2) The cylinders (fire extinguisher) are installed on the Fan Jet Falcon Series aircraft manufactured by Dassault Aviation and have received design approval as manifested by type certification of the aircraft by the DGAC and subsequent validation by the FAA (Type Certificate A7EU).

At present, there is no regulatory mechanism to allow shipment of these French-made aircraft fire extinguishers that have been removed from the aircraft and are being sent for retesting and requalification, which is required by the FAA for continued use of the fire extinguishers onboard the aircraft.

DOT has issued Special Permit DOT-SP 12818, which allows shipment of certain part numbers of the French-made aircraft fire extinguishers removed from the Fan Jet Falcon Series aircraft manufactured by Dassault Aviation (Part Numbers 811456 and 811475). The part numbers addressed in this DOT Special Permit are the most common non-DOT models of fire extinguishers encountered on these types of aircraft; however, additional models apart from those listed in the Special Permit have been encountered. Also, DOT has restricted that no party status will be granted to DOT-SP 12818. DOT-SP 12818 allows reshipment of a cylinder covered by the Special Permit as packaged by Special Permit holder. However, Landmark would not be able to originate the shipment, as required by this situation.

I am writing to ask that DOT issue a Special Permit, modify an existing Special Permit, or provide some other regulatory mechanism to allow shipment for retesting/requalification/return to OEM for those French-made aircraft fire extinguishers removed from the Fan Jet Falcon Series aircraft manufactured by Dassault Aviation not included in DOT-SP 12828.

The individual designated as an agent of the applicant for all purposes related to this Special Permit request is:

Mr. Andrew Romach URS Corporation 1600 Perimeter Park Drive Morrisville, NC 27560	(919) 461-1220 (tel) (919) 461-1371 (fax) andy_romach@urscorp.com
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The applicant/primary contact for Landmark Aviation is:

Mr. Anthony Oderlin Garrett Aviation Services Los Angeles Facility 6201 West Imperial Highway Los Angeles, CA 90045	(310) 568-3746 (tel) (310) 568-3743 (fax) anthony_oderlin@garettaviation.com
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If a new Special Permit is granted, Kidde Aerospace would like to either be a co-applicant or be granted party status to the Special Permit. Contact information for Kidde Aerospace is:

Mr. Sammy Creech Kidde Aerospace Wilson, NC	(252) 246-7092 (tel) sammy.creech@hs.utc.com
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Please call me at (919) 461-1220 if you have questions or comments or if you would like to discuss this letter request further.

Sincerely,



Andrew N. Romach
Corporate Regulatory Manager
URS Corporation